



State of Utah

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March 5, 2003

TO: Minerals File

FROM: D. Wayne Hedberg, Permit Supervisor 

RE: Levan Town Hall Meeting, H.E. Davis Construction, Levan-Steele Gypsum Mine, M/023/016, Juab County, Utah

Date of Meeting: February 24, 2003

Purpose of Meeting: To discuss the preferred alternative and other possible options to reroute H.E. Davis haul truck traffic around town of Levan.

Location of Meeting: Town Hall - Levan, Utah.

Time of Meeting: 10:00 a.m. - 1:30 p.m.

Participants: Bob Steele, Neil Cook & Boyd Howarth (Juab Co. Commissioners); Kay Christofferson (President/CEO - HE Davis) & John Child (Mine Manager, HE Davis); Bob Shephard (Mayor), Ralph Brooks & Graham Misbach (Levan City); Bob Garrett (Juab County - Road Dept.); Doug Sakaguchi (Regional Habitat Manager), Howard Jacquart (Conservation Officer), and Olivia Napierski (Utah DWR); Wayne Hedberg (Utah DOGM).

On February 24, 2003, an informal meeting was held in Levan, Utah in the Town Hall. The meeting was scheduled as a follow up to the meeting held on February 18th in Nephi, Utah at the County Commissioner's office. The purpose of the meeting was to provide an opportunity to meet with representatives from the Division of Wildlife Resources to seek their concurrence to improve an existing road crossing a section of their property. The road would be improved to provide an alternate route for haul truck traffic and the public to travel around the town of Levan, rather than directly through it. This meeting was also intended to provide a forum for discussion with the other local landowners who might otherwise be impacted if alternative access road routes were selected. Besides the Mayor, no other landowners were present at the meeting. The Mayor said he had reached some of the landowners prior to the meeting. It was decided that their presence probably wasn't necessary until a final decision was made that the preferred access route crossing DWR property wasn't possible.

The meeting began with basic introductions followed by a brief discussion of the public safety concerns and the reasons for selecting the road crossing DWR land as the primary access/haul road. Before we entered into an in-depth discussion of the road proposal, we suspended the meeting temporarily and the group performed an onsite inspection of the areas in question. All of the above mentioned members attended with the exception of Mr. Christofferson who was delayed. Following the onsite inspection the meeting reconvened at the Town Hall and Mr. Christofferson had arrived.

Mr. Sakaguchi was asked what it would take to receive concurrence from DWR to conduct the road upgrading work. Mr. Sakaguchi said he believed one of the two sections of land owned by DWR was purchased with federal grant monies; therefore, a concurrence from a federal office in Denver might be required. He also said that appropriate justification would need to be provided to demonstrate how this activity might improve, or otherwise enhance the use and value of the land. Mr. Sakaguchi asked for letters of justification from the city, county and/or operator and a map(s) showing all the proposed access routes, along with an explanation of why the DWR route was the preferred alternative.

Mr. Sakaguchi and Mr. Jacquart asked if a barbed wire fence could be constructed along the eastern side of the road to help control the problem of ATV and 4-wheel drive traffic that randomly traverses the property causing rutting and erosion problems. This problem is very troublesome especially during the hunting season. Mr. Christofferson asked how much a mile of fence might cost. Mr. Sakaguchi wasn't sure, but gave a rough estimate of about \$7,000 per mile (excluding labor). Mr. Garrett suggested that a fence wasn't necessary and that strategically located signs "prohibiting off road traffic" would prove just as useful, especially if DWR staff and local law enforcement personnel patrolled and issued tickets. It was his opinion that an improved road surface with signage would provide the necessary incentive to keep most vehicles on the road. The commissioners voiced their agreement with this position. It wasn't clear that DWR staff were similarly convinced that this option would prove successful.

Mr. Sakaguchi asked how much of the road crossing DWR land would need to be improved. Mr. Garrett estimated upgrading would affect about two miles of existing road crossing their property. He said of that total, the county already has a right-of-way for about a mile or more of the road and didn't need permission to upgrade that portion of the road. He stated the county was only seeking permission to upgrade a $\frac{3}{4}$ mile section of existing road located on the southeastern end of the DWR property. The County Commissioners also stated that they considered the entire access road presently crossing DWR land to be categorized as an RS-2477 road. They expressed their opinion that the county really didn't need DWR approval to improve the road, but felt it was the right thing to do under the circumstances. After further discussion, the DWR representatives left the meeting around 12:30 p.m.

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The meeting continued with a discussion of how the road improvements would be done, how much it might cost, and where the funding and/or other resources would come from. Mr. Christofferson performed some rough calculations for improving about 3.6 miles of the road and developed a ballpark figure of around \$400,000. Mr. Garrett said that the County could probably provide equipment and manpower to perform the rough grading work and lay the sub-base material that is locally available. This would amount to about \$160,000 worth of the proposed work. Mr. Christofferson said he would need to talk with Bob (presumed Mr. Steele?) and his corporate management before he could make any commitments.

Mr. Hedberg asked about the plans for upgrading and/or improving the road up Chicken Creek Canyon that connects the two gypsum mines. Mr. Garrett again expressed his preference to pool their resources with the operator to widen the existing road up the canyon, rather than recondition the old Plaster Mill Road located on the north side of the canyon bottom. He said that one good road was much better than having two marginal ones. Mr. Hedberg asked how soon the operator would need to get back up the canyon to mine more gypsum. Mr. Davis stated they wouldn't need to get back up to the mines for some time because they could continue to mine the material they need from the Henry #1 & 2 gypsum mine located south of Levan. Mr. Shephard, and/or Mr. Garrett agreed to try and reach Mr. Golden(?), of the Levan Land & Livestock, to discuss the Chicken Creek Canyon road improvement options further.

As the meeting concluded, it was agreed that the city, county and/or operator would prepare the necessary letters and maps as requested by Mr. Sakaguchi. They anticipated this information could be forwarded within a week or so to DWR. The meeting concluded around 1:30 p.m. It was anticipated that another meeting might be in order within the next two weeks to discuss progress made and any updates to the road plans.

jb

cc: Kay Christofferson, HE Davis Construction
Bob Shephard – Mayor of Levan
Bob Garrett – Juab Co. Road Dept.

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